

Attachment 1

Draft Meeting Notes Bicycle and Pedestrian Task Force

MEETING DATE: December 16, 2015

MEETING LOCATION: CMAP Offices

CALLED TO ORDER: 1:00 p.m.

ATTENDANCE:

TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Chair
Randy Neufeld, SRAM Corp
Ed Barsotti, Ride Illinois
Dan Thomas, DuPage County DOT and for Jessica Ortega, DuPage Co. Forest Preserve
Kevin Staniel, RTA
Patrick Knapp, KKCOM
Keith Privett, CDOT
Greg Piland, FHWA
Karen Shinnars, Pace
Allison Buchwach, Alternate for Brian Hacker, Metra
Pamela Sielski, Cook County Forest Preserve District
Allan Mellis, Citizen

ABSENT:

Ron Burke, Active Transportation Alliance
Bruce Christensen, LDOT
Aren Kriks, IDOT
Richard Bascomb, Village of Schaumburg
Aren Kriks, IDOT
Gin Kilgore, Bike Winter / LIB
Robert Vance, CTA
Dave Longo, IDNR
Kyle Smith, CNT

CMAP STAFF:

John O'Neal
Jesse Elam
Brian Daly
Doug Ferguson
Tom Murtha
Ross Patronskey
Jen Maddox

OTHERS:

Joe Moriarty, RTA
Bill Drew, RTA
Judy Shanley, National Center for Mobility Management / Easter Seals
Julie Dupree, Easter Seals Transportation Group
Mike Walczak, NWMC
Brian Pigeon, NWMC
Dennis Latto, SSMMA
Jackie Forbes, KKCOM
John Donovan, FHWA
Kindy Krueller, FPDCC
John Wirtz, Jacobs Engineering
Terry Witt, Spin Doctors Cyclewerks, Trails Connecting Communities,
Marty Mueller, Knight E/A Inc.
Josh Sikich, Alta Planning + Design
Kristen Maddox, Alta Planning + Design

1.0 Introductions

Members and attendees introduced themselves.

2.0 Approval of the Minutes

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

3.0 Local and Regional Planning

3.1 Regional Greenways and Trails Plan Update

CMAP is in the process of updating the regional Greenways and Trails Plan, a long-range plan that presents a vision for a regional trails network and linear greenways. Project staff (Brian Daly and Tom Murtha) presented on this effort, outlining the project scope of work, the update process and timeline, including public outreach and basic policy questions to be addressed.

The current Northeastern Illinois Greenways and Trails Plan was adopted in 2009. It followed and was based upon two earlier versions (from 1992 and 1997). The 2009 plan includes two main components: a map of existing greenways and trails, together with conceptual alignments for the envisioned network, and a plan document that lays out values, goals, objectives, and recommended actions. In addition to the vision it communicates and portrays, the Plan has assisted implementers and funding agencies in allocating resources to projects.

The 2015-16 update will revisit originally proposed trails to ensure they are still valid recommendations, propose new linkages where appropriate using a consistent and transparent definition of a regional trail, and making any technical corrections needed. The update will

include data review, outreach to stakeholders, and development of a new map and policy recommendations for the next regional comprehensive plan.

Mr. Mellis congratulated and thanked CMAP for producing and updating the RGTP, which he considers one of CMAP's best and most useful products. He asked whether CMAP would be addressing trail congestion, since a trails function for transportation can be hindered by recreational users. He also asked whether mountain bike trails, as well as water trails, would be considered/included in the update. Mr. Daly said that these topics are under consideration and will be decided as the project advances.

Mr. Neufeld wondered whether an app would be an appropriate way to share the RGTP, either for outreach purposes during the update, as a planning tool or user's map. Mr. Murtha stated that the RGTP has been as will likely continue to be a planning, rather than a navigationa,l too.

3.2 RTA Interagency Signage Program Update

The RTA – in collaboration with the service boards (CTA, Metra, and Pace) and municipal partners – has developed a new system of signs, maps, route diagrams and schedules to help riders more easily navigate the regional transit system, and to make transferring between services as seamless and intuitive as possible. The challenge that this signage program addresses is the agencies' disconnected facilities, which is a legacy of their independent operations in decades past.

The program has three major elements or types of signage: wayfinding, service information, and identity. Identity products define the transfer or project area 'footprint,' giving information on site layouts and services offered. Service information includes system diagrams of the regional rail system, specific rail line information, and bus connections. Wayfinding products include neighborhood maps and walking directions to specific transit facilities. Service information includes time tables and schedules.

The first phase of the program culminated in the installation of interagency signage at four demonstration locations in 2012, plus one limited intervention at Chicago's Union Station in 2013. The demonstration program was funded through 2 CMAQ grants totaling \$2.25M. The demonstration phase installed 160 interagency signs, which surveys indicate are successful in achieving program goals. The demonstration phase culminated with a Design Standards Manual, published in 2014, and available at www.rtams.org/pdf/planning/SignageDesignManual.pdf. This manual is intended to allow local and subregional agencies, in collaboration with the service boards, to standardize signage design and installation and help them improve signage at other interagency, transfer locations.

RTA is currently planning to expand the program, in a phased manner, to include 5 downtown Chicago locations and 14 region-wide locations (Metra stations). This expansion phase is funded through \$4.2M CMAQ grant. It is expected to continue, with certain locations being grouped together, over the next several years.

The primary challenges to RTA in developing and implementing this program include the fact that RTA does not own or control any of the locations. The property of the locations is typically fragmented; consensus between agencies/partners is required but not always easy to achieve;

permits, permissions, and rights-of-access must be obtained from service boards, railroads, municipalities, park districts, and others; and finally, the program represents a new role for RTA.

4.0 Pedestrian and Bicycle Project Programming

4.1 National Center for Mobility Management

The National Center for Mobility Management (NCMM) is an initiative of the “United We Ride” program, and is supported through a cooperative agreement with the Federal Transit Administration. NCMM is operated through a consortium of three national organizations—the American Public Transportation Association, the Community Transportation Association of America, and the Easter Seals Transportation Group. NCMM’s mission is “to facilitate communities to adopt transportation strategies and mobility options that empower people to live independently, and advance health, economic vitality, self-sufficiency, and community.”

Judy L. Shanley, NCMM Co-Director and Assistant VP at Easter Seals, and Julie Dupree, Training and Technical Assistance Specialist at Easter Seals Transportation Group, presented on NCMM, and more specifically described how walking and bicycling relate to their mission, highlighting recent and/or current efforts focused on these modes.

They summarized NCMM’s 2014 report, *The Versatility of Cycling: Programs Evolve to Respond to Diverse Customer Needs* and discussed its major findings. (The report is available at http://nationalcenterformobilitymanagement.org/wp-content/uploads/2013/11/2.-Cycling-Versatile_2014_Final.pdf.)

4.2 U.S. DOT / FHWA Bicycle and Pedestrian Program – Policy, Guidance, Resources

Greg Piland, Safety Specialist with FHWA, gave a presentation on recent federal initiatives to promote pedestrian and bicycle transportation and safety. These initiatives include new planning and design resources, educational and encouragement activities, and official policies, guidance, and clarifications. Mr. Piland stressed that the most recent guidance and policy language replaces previous language using the verb, “should,” with “must” or “shall,” thereby strengthening the commitment and expectations of FHWA as regards accommodation of bicyclists and pedestrians by agencies at all levels of government, that are responsible for providing and maintaining transportation infrastructure. More information on the FHWA’s bicycle and pedestrian program and the resources they offer can be found at http://www.fhwa.dot.gov/environment/bicycle_pedestrian/.

4.3 CMAQ/TAP Program Update

Doug Ferguson, CMAP staff, provided an update on the current status of the TAP and CMAQ programs. For more information, see the CMAQ 2015 Obligations brochure at <http://tinyurl.com/jmzmtcb>. For a staff memo on the status of TAP, see <http://tinyurl.com/go4bfal>.

5.0 Project Updates

Ms. Sielski gave the Task Force an update on FPDCC projects, including the Thorn Creek Trail and the southern extension of the North Branch Trail.

Mr. Privett gave the Task Force a brief update on the Loop Link project, which includes projected bike lanes and a protected intersection treatment at Franklin and Madison in the Chicago Loop. He also mentioned that PeopleForBikes' Green Lane Project recently announced the 10 best protected bike lanes in the United States and that the City of Chicago was the only community to have two lanes in the list: Clybourn and Clinton.

6.0 Public Comment, Announcements, and Other Business

No comments.

7.0 2014 Meeting Dates

The Chair reminded Task Force members of the proposed 2016 meeting dates:

- Wednesday, March 16, 2016 at 1:00 p.m
- Wednesday, June 15, 2016 at 1:00 p.m
- Wednesday, September 21, 2016 at 1:00 p.m
- Wednesday, December 14, 2016 at 1:00 p.m

7.0 Adjournment: 3:05 PM